

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 29935

Port of Hull Date of First Survey 28.3.17 Date of Last Survey 2-5-17 No. of Visits 16
 No. in Reg. Book 824 on the Iron or Steel S.S. Chicago Built at Hull Port belonging to Hull
 Owners Ellerman's Wilson Line Ltd By whom Messrs. Charles S & Co Ltd When built 1917
 Yard No. 616 Electric Light Installation fitted by H.T. Boothroyd Ltd, When fitted 1917

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo - Boothroyd - Multipolar - Comp. Wound
Engine - Robey - Single Cylinder 7 1/2" x 7" Open type.
 Capacity of Dynamo 150 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed In Engine Room Whether single or double wire system is used Double
 Position of Main Switch Board Near Dynamo having switches to groups Five of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each None fitted

If fuses are fitted on main switch board to the cables of main circuit Yes and on each auxiliary switch board to the cables of auxiliary circuits Yes and at each position where a cable is branched or reduced in size Yes and to each lamp circuit Yes
 If vessel is wired on the double wire system are fuses fitted to both flow and return wires or cables of all circuits including lamp circuits Yes
 Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 100 per cent over the normal current
 Are all fuses fitted in easily accessible positions Yes Are the fuses of standard dimensions Yes If wire fuses are used are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit Yes
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 181 arranged in the following groups:—
 A 33 lights each of 16 candle power requiring a total current of 17 Amperes
 B 38 lights each of 16 candle power requiring a total current of 20 Amperes
 C 148 lights each of 16 candle power requiring a total current of 24 Amperes
 D Searchlight lights each of — candle power requiring a total current of 40 to 60 Amperes
 E lights each of — candle power requiring a total current of — Amperes
2 Mast head light with 1 lamps each of 32 candle power requiring a total current of 2.2 Amperes
2 Side light with 1 lamps each of 32 candle power requiring a total current of 2.2 Amperes
12 Cluster Cargo lights of each 6 - 16 candle power, whether incandescent or arc lights Both
2 Arc Lamps 8/10 amps each
 If arc lights, what protection is provided against fire, sparks, &c. Special Globes & Metal Trays

Where are the switches controlling the masthead and side lights placed In Chart House.

DESCRIPTION OF CABLES.

Main cable carrying 150 Amperes, comprised of 37 wires, each 15 S.W.G. diameter, .15 square inches total sectional area
 Branch cables carrying 40/60 Amperes, comprised of 19 wires, each 16 S.W.G. diameter, .06 square inches total sectional area
 Branch cables carrying 24 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area
 Leads to lamps carrying 1/2/2 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 28 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

V.I.R. taped and lead covered and armoured.
 Joints in cables, how made, insulated, and protected No joints except mechanical ones
 Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances — Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage Yes
 Are there any joints in or branches from the cable leading from dynamo to main switch board No.
 How are the cables led through the ship, and how protected Lead Covered & Armoured and efficiently clipped to the surface.



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible Yes.

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead covered and armoured or carried in tube where necessary.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat do

What special protection has been provided for the cables near boiler casings do

What special protection has been provided for the cables in engine room do

How are cables carried through beams Holes bushed with lead fibre through bulkheads, &c. Watertight Glands

How are cables carried through decks Watertight deck tubes.

Are any cables run through coal bunkers Yes or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Lead covered & armoured

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage No.

If so, how are the lamp fittings and cable terminals specially protected —

Where are the main switches and fuses for these lights fitted —

If in the spaces, how are they specially protected —

Are any switches or fuses fitted in bunkers No.

Cargo light cables, whether portable or permanently fixed Portable. How fixed To Watertight Connections

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel —

How are the returns from the lamps connected to the hull —

Are all the joints with the hull in accessible positions —

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, fixed On Switchboard.

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas —

Are any switches, fuses, or joints of cables fitted in the pump room or companion —

How are the lamps specially protected in places liable to the accumulation of vapour or gas —

The copper used is guaranteed to have a conductivity of not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

H. T. BOOTHROYD, LIMITED
J. Whitehead. Electrical Engineers Date 16 May 1917

COMPASSES.

Distance between dynamo or electric motors and standard compass about 125 feet.

Distance between dynamo or electric motors and steering compass about 125 feet.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>1/2</u>	Amperes	<u>In Instrument</u>	feet from standard compass	<u>In Instrument</u>	feet from steering compass
A cable carrying	<u>7</u>	Amperes	<u>10</u>	feet from standard compass	<u>7</u>	feet from steering compass
A cable carrying	<u>1</u>	Amperes	<u>8</u>	feet from standard compass	<u>8</u>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power Yes.

The maximum deviation due to electric currents, etc., was found to be nil degrees on — course in the case of the standard compass and nil degrees on LTD course in the case of the steering compass.

FOR EARLE'S SHIPBUILDING & ENGINEERING
Secretary Builder's Signature. Date 19th May 1917

GENERAL REMARKS.

This vessel has been fitted with an electric light installation as above & the workmanship is good on completion it was tried under full working conditions found satisfactory

It is submitted that this vessel is eligible to

THE RECORD. Elec. light. JWD 23/5/17 Frank A. Stanger Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

